

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

CONFIDENTIAL

COUNTRY	China	REPORT	
SUBJECT	Harbin Railroad District	DATE DISTR.	26 November 1954
DATE OF INFO.		NO. OF PAGES	5
PLACE ACQUIRED		REQUIREMENT NO.	RD 25X1
		REFERENCES	25X1

This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

25X1

1. The Harbin Railroad District, with its main office in Harbin, consists of the following sections of railroad:
 - a. Harbin-Imienp'o (N 45-03, E 128-06) section of the Harbin-Suifenhao Line.
 - b. Harbin-Tsolaichao (N 44-51, E 125-55) section of the Harbin-Mukden Line.
 - c. Harbin-Wuch'ang (N 44-54, E 127-11) section of the Harbin-Kirin Line.
 - d. Harbin-Angangchi (N 47-09, E 123-48) section of the Harbin-Manchouli Line.
2. In the Harbin District there are approximately 70 locomotives. They are for use only in that district, locomotives in Manchuria being used only in the districts to which assigned. Almost all of the locomotives in the Harbin District are steam driven, old, in bad condition and of Japanese manufacture. Most are of the MIKA-I and RO type, about 60 feet long, and other MIKA type, about 75 feet long. The locomotives are inspected every 5,000 kilometers and completely overhauled every 200,000 kilometers. The boiler is checked daily by the engineer and his assistant. The freight cars in the Harbin district are in fairly good condition. Five kilograms of oil for every 300 kilometers are allotted to the engineer of each locomotive. The oil is from the USSR.
3. Passenger express trains in the Harbin District consist of from 7 to 10 cars. Local passenger trains usually consist of 15 cars. The maximum number of full passenger cars that the locomotives in the Harbin District are capable of

CONFIDENTIAL

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		ORR	EW	X
-------	---	------	---	------	---	-----	---	-----	--	-----	--	-----	----	---

(NOTE: "X" indicates distribution indicated by "X". "EW" indicates distribution by "EW".)

CONFIDENTIAL

- 2 -

handling is 19. Passenger express trains travel straight through from Harbin to T'aolaichao and from T'aolaichao to Harbin. Passenger express trains on the Harbin-Tsitsihar run stop at Anta (N 46-24, E 125-19) on both trips.

4. Each day approximately 60 freight trains leave Harbin.
5. All switches on railroad sections in the Harbin District are operated by hand, except at the Harbin stations, where they are electrically controlled.
6. Semaphore and color lights are the only types of signals used, and only at railroad stations. However, at places along the railroad where repair work is done, red lights are placed on tall poles by the workers to indicate that the train should slow down in that area. At the stations, green and red light signals are used, with the conventional meanings, as well as yellow, which indicates to the engineer to be on the alert to move. There are facilities for telephonic communication between all stations in the Harbin Railroad District, but facilities for telegraphic communication only between Harbin and Imienp'o. The engineer of each train has a portable telephone apparatus which can be plugged in on any of the telephone poles along the railroad and by means of which contact can be made with any of the stations in the district. This contact can be initiated only by persons on the train and not by the railroad stations. There is no way for the stations to initiate contact with trains between stations.
7. In the Harbin Railroad District there is a large number of closed, open-top, and flat freight cars. Most of these have a gross tonnage of 30 tons each; a very few have a gross tonnage of 45 and 60 tons each. There are also about 30 refrigerator cars, all of which were built in East Germany in 1950 and arrived in Harbin in 1951. They are never put on trains with other types of freight cars, always constituting a special refrigerator train.
8. In the Harbin District there are water pumps for the use of locomotives about every 40 kilometers, but only at stations and never between stations. The tanks of locomotives used in the district have a capacity of 24 tons of water each.
9. There are three railroad parks in Harbin: North, South and East Parks. The South Park has 29 tracks, the North 26 and the East 18.
10. There are repair sheds only in Harbin. At the main depot there are two: one for freight cars and one for locomotives. The locomotive shed is large enough to handle two locomotives at a time, but the freight car shed can only handle one car. There is also a repair shed at Sank'oshu District, Harbin, for passenger cars.
11. Three teams of three men each are permanently assigned to each locomotive in the Harbin Railroad District. Each team consists of the chief engineer, assistant engineer and fireman. They work from about 260 to 300 hours a month and are always on call after eight hours rest.
12. Since about late 1951, a large number of young, male Chinese have been sent by the Harbin Railroad District to a special railroad school in Dairen. After completing a two years' course of technical training, the trainee returns to the Harbin Railroad District where he works as an apprentice for one year. He then becomes a regular employee of the railroad.

Harbin-Imienp'o Section

13. The Harbin-Imienp'o section of the Harbin-Suifenhao line is single-tracked and 162 kilometers long.
14. In early May 1954 it was rumored among workers on this section that the Chinese government planned to double-track this section as well as the remainder of the Harbin-Suifenhao line in the near future.

CONFIDENTIAL

CONFIDENTIAL

- 3 -

15. The gauge of the track is of the Japanese type. The ballast is overgrown with grass from Harbin to Yuch'uan (approximately N 45-26, E 127-08), formerly known as Erhtingchingtzu and about 60 kilometers east of Harbin. The ballast is crushed stone from Yuch'uan to Imienp'o. The ties are of wood.
16. From about the middle of 1948 to about the middle of 1950, most of the rail of this section were replaced by rail on whose side was printed in Cyrillic script USSR, the year and the place in the USSR where it was produced.
17. The following are the stations outside of Harbin on the Harbin-Imienp'o section of the Harbin-Suifenho line and the number of sidings at each station:

<u>Station</u>	<u>Number of Sidings</u>
Ch'enghaotzu (N 45-41, E 126-51)	5 or 6
Ch'en	4
Ach'eng (N 45-33, E 126-57)	8
Tayakou (N 45-29, E 127-04)	10
Yuch'uan (approximately N 45-26, E 127-08)	12
P'ai motzu	4
P'ailing	2
Hsiaoling (N 45-20, E 127-20)	6
Shop'ingshan	2
P'ingshan (approximately N 45-20, E 127-23)	9
Maerhsan (N 45-19, E 127-36)	5 or 6
Loshan	2
Mifeng (approximately N 45-15, E 127-38)	4
Linglan	2
Hsiaochiuchan (N 45-15, E 127-44)	5
Wuchimi (N 45-13, E 127-52)	6 or 7
Shanchih	6 or 7
Maen	4
Imienp'o (N 45-05, E 128-06)	15

18. Two locomotives are required for freight trains, but not for passenger trains, both ways on the stretch of railroad from Yuch'uan, which is about 60 kilometers from Harbin, to Wuchimi, which is about 50 kilometers from Yuch'uan, because of steep grades in the area.
19. There are no speed restrictions on this section. However, a freight train usually maintains a rate of speed of from 35 to 40 kilometers an hour.
20. There are the following bridges on the Harbin-Imienp'o section:
 - a. Bridge about 25 miles east of Harbin and about 1 kilometer east of Ach'eng. This is a steel bridge built by the Japanese shortly after 1935. It is about 500 feet long, with about five immovable spans, and single-tracked, with sufficient room for another track.
 - b. Bridge about three miles east of Shop'ingshan, which is about 50 miles east of Harbin. This is a steel bridge about 800 feet long, about 30 feet wide, with about 9 immovable spans, and single-tracked with sufficient room for another track.
 - c. Bridge between Pingshan and Maoshan. This is a steel bridge about 700 feet long, about 30 feet wide, with about 8 immovable spans, and single-tracked, with sufficient room for another track.
21. There are coal facilities and coal stockpiles for this section only at Imienp'o and the main depot at Harbin. The coal is obtained from the Mulin coal mines.

CONFIDENTIAL

25X1

CONFIDENTIAL

- 4 -

22. Every day there are about 20 trips of freight trains from Harbin to Imienp'o and about an equal number from Imienp'o to Harbin. The trip for freight trains takes about 6 hours each way. The locomotive and crew remain usually about 40 minutes in Imienp'o before returning to Harbin with another freight train.
23. The maximum gross tonnage load on this section is 1,500 tons. Usually freight trains travel empty or almost empty from Imienp'o to Harbin; occasionally farm equipment from the USSR is sent to Imienp'o or other stations along the section. The freight trains from Harbin to Imienp'o are almost always loaded to capacity, usually with wood and coal. The coal is obtained from the Mulin coal mines.

Harbin-T'aolaichao Section

24. The Harbin-T'aolaichao section of the Harbin-Mukden line is about 130 kilometers long, double-tracked, and with gauge of the Japanese type. In late 1945 one track was removed by the Soviet Army but was replaced by the USSR during 1950 and 1951. The ballast is grass and the ties are of wood.
25. There are two bridges, alongside each other, about 10 kilometers south of Lanleng (approximately N 45-11, E 126-08), which is about 60 kilometers south of Harbin. Each bridge is single-tracked and has no room for another track. One is for southbound traffic; the other is for northbound traffic. Each bridge is about 2,000 feet long, and with spans about every 150 feet.
26. There are coaling facilities and coal stockpiles for this section only at T'aolaichao and the main depot at Harbin. Coal is obtained from the Mulin and Heishan coal mines. About four and one-half tons of coal are required for the trip from Harbin to T'aolaichao by freight trains, and an equal amount for the return trip.
27. There are about 25 trips of freight trains each way on this section daily. Wood and coal are usually the freight carried from Harbin for undetermined areas south of T'aolaichao. The trip on this section takes about three hours for freight trains each way. The locomotive and crew remain in T'aolaichao usually for about 40 minutes before returning with another freight train to Harbin.
28. Only during heavy snowfalls are two locomotives required for freight trains both ways between Ts'aichiakou (N 45-07, E 126-08), about 90 kilometers from Harbin, and Chuchia, because of steep grades; the distance is about 15 kilometers. However, passenger trains never require the additional locomotive.

Harbin-Wuch'ang Section

29. The Harbin-Wuch'ang section of the Harbin-Kirin line is about 120 kilometers long, single-tracked, and with gauge of the Japanese type. The ballast is sand on some parts of this section and crushed stone on the remainder. There are sidings about every 20 kilometers, but always at stations. There are coaling facilities at Harbin and Wuch'ang, where coal from the Mulin coal mines is obtained. About four and one-half tons of coal are required for locomotives on freight trains on the trip from Harbin to Wuch'ang, and an equal amount for the return trip.
30. There are no speed restrictions on this section. The trip for a freight train takes about 5 hours each way. The locomotive and its crew usually remain in Wuch'ang about 40 minutes before returning to Harbin with another freight train.
31. The maximum gross tonnage that can be hauled by locomotives on this section is 1,600 tons. Freight trains on this section almost always carry the maximum load both ways.

CONFIDENTIAL

25X1

CONFIDENTIAL

- 5 -

Harbin-Angangchi Section

32. The Harbin-Angangchi section of the Harbin-Manchouli line is about 240 kilometers long, single-tracked, and with gauge of the Japanese type.
33. There is a bridge on this section across the First Sungari River, about two kilometers from Harbin. It is about 3,500 feet long, single-tracked, with no room for another track, and with approximately 15 immovable spans. The maximum speed permitted on this bridge is 35 kilometers per hour.
34. There are coaling facilities and stockpiles on this section only at the main depot in Harbin and at Anta, about 130 kilometers from Harbin.
35. The maximum gross tonnage that can be hauled by locomotives on this section is 2,000 tons. The trip for freight trains takes about nine hours each way. The locomotive and crew remain six hours in Anganchi before returning to Harbin with another freight train.

25X1

CONFIDENTIAL